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HILO RAILROAD

pany for a wharf at Hilo as an alter-native to the plan placed before the harbor cominission to the Hilo Rail-road Company were made public yes-terday afternoon at the meeting of the board. The plans were drawn up by Engineer Southworth of Hilo and call a wharf approximately 800 feet 126 feet wide, with double rail-tracks down each side and a 60shed in the center. It provides the on each side of the wharf for 00-foot steamer with room on each side at the inner end for an Inter-Island boat. Separate warehouse room is provided at the shore end of the wharf and parallel thereto. The plan was approved by the Volcano Stables Company, Brewer & Co. and Captain Peter Johnson, in addition to the Inter-Island company and the Matson company, as reported in the Bulle-tin yesterday afternoon.

Lorrin A. Thurston opposed the plan s submitted. He said he had not had time to go fully into the matter, only having received the maps the day be-fore, but had several objections to make at first sight. The matter will be taken up again this afternoon when the board meets, at 2 o'clock.

Thurston's objections are as fol-iws: The new wharf points in a different direction to the first proposed one, and would therefore change the future wharf system of Hilo. Owing to the wharf projecting only 200 feet into deep water on one side it would be necessary to have it built on plies which would mean a temporary struc-ture, while in the railroad's plan the entire whorf, with the exception of a row of piles down one side, would be permanent fill and would cost no

He also based an objection on the report of Engineer Rowell that no bot-tore had been found at eighty feet. only soft mud. The Inter-Island com pany has not disproved this, he stat-ed, and is relying on a statement made by Engineer Southworth that the mud will hold the piles.

The wharf shed of 500 feet long and

60 feet wide would only hold the cargo from a 3500-ton steamer. If two steamers came to the proposed wharf there would be no room for their car-goes. Even the full length of the shed is not available either, for two berths are allowed for the Inter-Island steamers, and they would want som

fic then took up the matter of the expense of dredging and also the mat-ter of the facilities for handling sugar. The system under the plans proposed by the Inter-Island company were, he stated, very complicated and cumber-some. He asked that the commission get the testimony of an expert on the

Dealing with the rallroad end of the matter. Thurston objected on the grounds that the new plan showed very poor terminal arrangements. He also objected because the new plan was based on the hypothesis that the pro posed wharf was necessary to accommodate all the shipping that came to Hilo. He then stated that the Railroad wharf could look after all the shipping that came there now with the exception of the large steamers, and, continuing, denied the statement that the currents and undertow were had and had been worse since the com-pletion of the breakwater, Owing to the fact that the new

plan would cost \$204,000, it is with-out any advantage in the mancial re-

Replying to these statements, Attor ney Henjenway, appearing for the Inter-Island company, stated that there had been too much said about railroad rights and not enough about the ship-plag rights. He submitted an argu-ment by Engineer Southworth, which, wever, was not read.

TO SUIT PARADE

In another column will be found special notice regarding the sailing of be "Sierra" from this port in the first week in February of the new year. It will be noticed that she will sail from this port on the 6th instead of the 7th of February, and the schedule has been swung on the other end se that the vessel will leave San Francisco on the 16th and that will bring her here on the morning of the 22nd, the day of the big Pioral Par-

It must be gratifying to those who have the management of the parade in hand to have their work so appre clated that the schedules of the ocean liners are disturbed on purpose so that the patrons may enjoy the page The parade this year promise to be better than ever.

NEW SANITARY MAP WILL BE VALUABLE

That the sanitary survey of Hone that the sanitary survey or Hono-bulu now being compiled for the sani-tary commission, created by the last Legislature, will be of the greatest use to the community is apparent from the way in which inquiries are coming in for copies. The tax depart-ment thinks that it will be of the catest use to it, and the real estate

The draftsmen now working on the map are just about able to keep puce with the reports brought in by the six inspectors on the job, and Professor Keller, who is in charge of the job, thinks that the whole thing will be completed in time. When finished the map will show every house and building of any description in Honolulu, and there will also be a report on file showing just what condition it is in.

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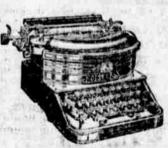
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CORPORATION NOTICES.

NOTICE OF ANNUAL MEETING OF THE STOCKHOLDERS OF THE FIRST NATIONAL BANK OF HAWAII AT HONOLULU.

be First National Bank of Hawali at sinces, at the corner of Fort and King streets, in the city of Honoluis island of Oabu, Territory of Hawali on Taesday, the 5th day of January, 1912, at 3 p. m. of that day, for the purpose of electing directors for the onsuing year, and for the transaction of all business as only be brought bere the stockholders for considera

Dated, Honolulu, H. T., December

L. T. PECK. 5101-Dec. 6, 7, 8; Jan. 7, 8.

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